

# Summary

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## Summary of Proposed Action

The Iowa and Illinois Departments of Transportation (DOT) and the Federal Highway Administration (FHWA) are proposing improvements to the Interstate 74 (I-74) corridor in the Quad Cities from 23<sup>rd</sup> Avenue in Moline, Illinois, to 53<sup>rd</sup> Street in Davenport, Iowa. The U.S. Coast Guard is participating as a cooperating agency. The study corridor traverses the cities of Moline, Bettendorf, and Davenport and includes a crossing of the Mississippi River (Figure S-1, *I-74 Iowa-Illinois Corridor Study Location Map*, at the end of the *Summary* Section). The proposed improvements will consider additional capacity on I-74, an improved Mississippi River crossing; improvements to the existing six service interchanges; enhancements to the connecting arterial roadway system; and improved opportunities for transit, bike/pedestrian, and intermodal connections.

The I-74 study corridor is characterized by a mix of residential, commercial, and industrial development throughout most of its length. Residential land use is present throughout the project corridor, but there are concentrations south of the commercial area in Moline and north of the commercial area in Bettendorf. Newer residential areas have been developed near the I-74 corridor in Davenport near the northern terminus of the project corridor. The industrial land uses are mainly located along the river in both Moline and Bettendorf. The park and open-space land uses in the project corridor can also be found mostly along the river in both Moline and Bettendorf and along Duck Creek in Bettendorf and Davenport. Two special features along the river include the Great River Trail (Illinois) and the Bettendorf Riverfront Trail (Iowa side).

## Summary of Purpose of and Need for Proposed Action

The purpose of the proposed improvements is to improve capacity, travel reliability, and safety along I-74 between 23<sup>rd</sup> Avenue in Moline and 53<sup>rd</sup> Street in Davenport, and to provide consistency with local land use planning goals.

The need for the proposed improvements to the I-74 corridor is based on a combination of factors related to providing better transportation service and sustaining economic development. In particular, the proposed action is intended to meet the following needs:

- Traffic demand and service
- Roadway geometry
- Safety considerations
- Dependability of travel
- Transportation connections
- Infrastructure condition
- Economic development

Current travel performance reflects the combination of the older geometry and condition of the existing facility combined with the high traffic volumes along I-74 in the project corridor. In 2000, I-74 carried 74,000 vehicles per day near the river; in 2002, the number of vehicles per day increased to 77,800. Level of service (LOS) is used as a measure of

performance and congestion levels of a highway facility. It is denoted in a range from A (best) to F (worst). Near the river crossing, the mainline of I-74 operated at LOS E in 2000 during the peak hour and continues to operate at LOS E, but near the threshold for LOS F. As a result, motorists in this area experience stop-and-go conditions and backups at interchange ramps. At this LOS, the dependability of travel through the corridor is impaired, resulting in unreliable connections to other modes of transportation in the Quad Cities. As traffic volumes increase over time, these conditions will only worsen.

Notable elements of I-74 study corridor geometry that contribute to the safety concerns include narrow lanes and lack of shoulders on the existing river-crossing structures and approaches; a series of reverse curves with tight radii on the Illinois approach to the river bridge; maximum vertical grades on both the Illinois and Iowa approaches; close interchange spacing; and shorter and steeper taper rates on ramps. In addition, an examination of the age and condition of the existing facility reveals that it is deteriorating. Major reconstruction or rehabilitation may be required within the time frame for the construction of the proposed improvements.

The Quad Cities have strong ties to manufacturing and agriculture, a good location in the Midwest market, and good access to other modes of travel for moving freight and goods, including rail, air, and barge. Bettendorf and Moline have also invested heavily in developing and redeveloping their downtown areas, through which I-74 travels. Improving the performance of I-74 through the project corridor is not only congruent with local land use plans, but is important to maintaining and enhancing the economic vitality of the riverfront areas, a fact that was noted in the *2000 Comprehensive Economic Development Strategy* prepared for the metropolitan region.

Together, these needs form the basis for proposed improvements to the I-74 corridor. See Section 1, *Purpose of and Need for Action*, of this Draft Environmental Impact Statement (DEIS) for more detailed information on the project's purpose and need. The alternatives developed to address these needs are discussed in Section 2, *Alternatives*, of this DEIS and are summarized below.

## Summary of Alternatives

Using the recommendations contained in the *Quad Cities Mississippi River Crossing Major Investment Study* (MIS) (1998) and the *2025 Quad Cities Transportation Plan* (RTP) as starting points, the I-74 Corridor Study considered a full range of potential alternatives to meet the transportation needs in the project corridor. Recommendations include highway capacity improvements, such as widening of the I-74 corridor, construction of an improved I-74 river crossing, transit service improvements, expansion of multi-use trail systems, and transportation system management strategies. The alternatives development process began with a review of transportation needs and objectives and with the development of engineering requirements for improvement alternatives. After the engineering requirements were established, alternatives that could address the requirements were conceptualized, and the build alternatives were developed and evaluated. Section 2, *Alternatives*, describes the alternatives development process and the resulting alternatives in detail. The preferred alternative will be chosen after the DEIS is circulated and included in the Final Environmental Impact Statement.

A broad array of alternatives was considered at a conceptual level with the objective of identifying a reasonable and viable set of alternatives which would meet the project purpose and need, satisfy engineering requirements, minimize environmental impacts, and optimize economic opportunities in the I-74 corridor. Public involvement was an integral part of this alternatives development process. These alternatives include No-Action; a variety of non-roadway improvements such as transit, transportation system management, and bicycle and pedestrian improvements; and roadway alternatives such as providing additional travel lanes, reconfiguring existing service interchanges, and improving arterial roadways.

The No-Action Alternative is defined as no new major construction along the I-74 corridor. This alternative would consist of only short-term restoration activities (maintenance improvements) needed to ensure continued bridge and roadway pavement integrity. Under this alternative, some minor operational improvements could be anticipated, such as deployment of a traffic management system for the I-74 Mississippi River bridges and minor improvements at high-volume ramp intersections. This alternative would include all committed and planned improvements detailed in Iowa DOT and Illinois DOT multiyear programs and in the RTP. Although this alternative does not meet the project's purpose and needs, the No-Action Alternative has been carried forward for comparison to the build alternatives.

The study also considered non-roadway alternatives both independently and in combination with proposed roadway improvements. Although improvements to the local transit, bicycle, and pedestrian network and transportation management system are valuable undertakings, improvements of this nature could not meet the purpose and need for the proposed project. Therefore, all of these components will be considered as companion improvements to the build alternatives rather than stand-alone options.

A variety of alternatives that utilize the existing bridges were also considered. Widening and improving the existing bridges to bring them up to current interstate standards was considered but dismissed as impractical because effectively all elements of the suspension-type bridges would need to be dismantled and rebuilt, causing the bridges to be out of service for a long period of time. Using the existing bridges for southbound I-74 traffic and constructing a new bridge to carry northbound I-74 traffic was also considered. This was not carried forward for further review because the configuration for southbound I-74 traffic would retain the undesirable roadway width, curvature, and grades; would not provide the capacity for design-year traffic; and would not meet the safety goals of the project.

Based on public comments received following Public Information Meeting #2 in July 2002, construction of a new four-lane bridge between the existing twin bridges for longer distance through traffic (I-74 express lanes) was considered. The proposed construction of a third center bridge was not recommended for further evaluation as not practical or viable due foremost to the fact that there is inadequate offset distance between the existing spans, and as this option would not adequately address capacity and safety goals for the project. Retaining one existing bridge as a new local roadway connector between downtown Moline and downtown Bettendorf was also considered but dismissed due to low traffic demand for such a crossing, and high maintenance costs. Retaining the bridges for alternative modes of transportation was also evaluated and is being carried forward for further consideration.

A broad range of roadway alternatives was developed along the I-74 corridor, including multiple river crossing alignment concepts and interchange improvement concepts.

Concepts were evaluated on the basis of their ability to meet purpose and need, engineering factors, and potential environmental impacts. Of the river crossing alignment concepts considered, three representative alignments (Alignments C, E, and F) were developed in order to allow an evaluation of environmental resource impacts. Following an evaluation of these three representative alignments, it was determined that Alignment C would not meet the purpose and need as it would not be practical to construct this alternative while maintaining traffic along I-74. Alignments E and F were determined to meet the purpose and need and therefore were carried forward for further consideration. Up to two viable interchange variations were selected for further consideration at each interchange within the study area. The alignment and interchange concepts were then combined to form complete build alternatives.

The build alternatives meet the project purpose and need and accommodate the required safety, geometric, and capacity improvements while minimizing potential adverse environmental and community impacts. Build alternatives were developed on the basis of current design standards and the most current available traffic forecast data for the project design year of 2025. The proposed roadway cross sections, which represent the worst case footprint, were used as the basis of analysis of potential environmental consequences. However, it should be noted that a final decision on proposed corridor sizing has not been made at this point of the project development process.

Build alternatives have been related to three sections of the corridor, i.e., the South Section (23<sup>rd</sup> Avenue to 12<sup>th</sup> Avenue in Moline), the Central Section (12<sup>th</sup> Avenue in Moline to Lincoln Road in Bettendorf), and the North Section (Lincoln Road to 53<sup>rd</sup> Street in Davenport). (See Figure S-2 at the end of the *Summary* Section.) Within the Central Section, two representative alignment alternatives were carried forward. Alignment E consists of a near east alignment, while Alignment F is a far east shift from the existing alignment. Design variations were also developed and considered at service interchanges in the Central and North Sections and at connecting local roadways in downtown Bettendorf. No design variations were developed in the South Section. The interchange variations could be applied to either alignment alternative. Similarly, variations in design for connecting local roadways could generally be combined with either alignment alternative or interchange variation.

A summary of the proposed alternatives with associated design variations in the South Section, the Central Section, and in the North Section follows.

## **South Section**

The proposed alternative in the South Section includes reconstructing and widening I-74 to accommodate three 12-foot through lanes in each direction. The existing horizontal and vertical alignment of I-74 would generally be maintained in the South Section, with the exception of minor adjustments to the vertical alignment near 12<sup>th</sup> Avenue.

The 23<sup>rd</sup> Avenue interchange would be improved to accommodate current and projected traffic demand, to improve safety features, and to comply with current design standards. Specifically, minor design improvements are proposed at entrance and exit ramp terminals and at the ramp intersections along 23<sup>rd</sup> Avenue. Existing mainline and overhead bridges would be reconstructed or lengthened where necessary to accommodate the improved I-74 roadway.

All of the proposed improvements in this section can be accomplished within the existing right-of-way. As no additional right-of-way would be required, the primary impact in the

South Section is related to traffic noise. Approximately 16 receivers will be impacted by the project. See the Impact Summary Table (Table S-1a) at the end of the *Summary* Section.

## Central Section

The proposed alternatives in the Central Section include reconstructing and widening I-74 to accommodate three 12-foot through lanes in each direction, and constructing new I-74 Mississippi River crossing bridge(s). In addition, 12-foot auxiliary lanes would be provided between 23<sup>rd</sup> Avenue and 7<sup>th</sup> Avenue (NB I-74), River Drive and Grant Street (NB I-74), Grant Street and U.S. 6 (NB I-74), and Grant Street and 23<sup>rd</sup> Avenue (SB I-74).

Multiple alignment alternatives, interchange design variations, local roadway design variations, and bicycle/pedestrian accommodation variations remain under consideration near the Mississippi River. As noted previously, the interchange variations could be applied to either alignment alternative, and local roadway design variations could generally be combined with either alignment alternative and interchange variations. A description of these alternatives and variations follows.

The impacts of the mainline alignments and interchange design variations are shown in Table S-1a, *Impact Summary Table– I-74 Mainline/Interchange Variations*, at the end of the *Summary* Section; the impacts associated with the local roadway improvements are shown in Table S-1b, *Impact Summary Table – Bettendorf Local Roadway Variations*, at the end of the *Summary* Section.

## Alignment Alternatives

**Alignment E** maintains the series of reverse horizontal curves on the Illinois approach to the Mississippi River, but increases the horizontal radius and tangent distance between the successive curves, and shifts the new river crossing to the east of the existing bridges. The proposed alignment diverges from existing I-74 near 7<sup>th</sup> Avenue, shifting I-74 to the east. The alignment proceeds in a northerly direction across the Mississippi River on a course parallel to the existing bridges and offset approximately 230 feet to the east of the existing bridges. The proposed alignment meets the existing centerline near Kimberly Road in Iowa. The Alignment E Alternative meets current design criteria by improving the curvature design on the Illinois approach.

**Alignment F** eliminates the reverse curves between 7<sup>th</sup> Avenue and the Mississippi River on the Illinois approach. The proposed alignment diverges from existing I-74 near 7<sup>th</sup> Avenue and proceeds in a northeasterly direction on tangent alignment across the Mississippi River. This results in an easterly alignment shift of up to approximately 780 feet from existing centerline. The proposed alignment meets the existing centerline near Kimberly Road in Iowa. The Alignment F Alternative provides additional safety performance along mainline I-74 by eliminating the undesirable reverse curvature along the Illinois approach.

## Interchange Variations

The interchanges in downtown Moline (at 7<sup>th</sup> Avenue and at River Drive) and in downtown Bettendorf (at U.S. 67) would be improved to accommodate current and projected traffic demand, to improve safety features, and to comply with current design standards. Two interchange design variations remain under consideration in downtown Moline and in

downtown Bettendorf. Proposed interchange improvements are summarized in Table 2-4 in Section 2, *Alternatives*, and are briefly described below.

***Downtown Moline Variation 1 (M1)***

- An improved full-access interchange with ramp connections at 7<sup>th</sup> Avenue/19<sup>th</sup> Street and at 6<sup>th</sup> Avenue (IL 92 EB)
- An improved half diamond type partial interchange at River Drive

***Downtown Moline Variation 2 (M2)***

- An improved full-access interchange with ramp connections at 7<sup>th</sup> Avenue/19<sup>th</sup> Street, at 6<sup>th</sup> Avenue (IL 92 EB), and at 4<sup>th</sup> Avenue (IL 92 WB)
- An improved half diamond type partial interchange at River Drive

***Downtown Bettendorf Variation 1 (B1)***

- An improved diamond type full-access interchange at Grant Street (U.S. 67 WB)
- Eliminates existing ramps at State Street and at Kimberly Road
- Converts Grant Street near I-74 to a two-way street with three lanes in each direction

***Downtown Bettendorf Variation 2 (B2)***

- An improved diamond with single-loop type full-access interchange at Grant Street (U.S. 67 WB)
- Eliminates existing ramps at State Street and at Kimberly Road
- Converts a section of Grant Street to a two-way street with two or three lanes in each direction

**Local Roadway Design Variations**

The U.S. 67 transition design variations are two alternative design variations (diagonal connector variation and 90 degree connector variation) that were developed for the U.S. 67 transition sections east and west of I-74.

**The U.S. 67 Diagonal Connector Variation** would provide new connector roadway sections to route State Street traffic toward the improved I-74 interchange. The new roadway sections would be constructed along a diagonal orientation between 10<sup>th</sup> Street and 12<sup>th</sup> Street west of I-74, and between 15<sup>th</sup> Street and 17<sup>th</sup> Street east of I-74.

**The U.S. 67 90-Degree Connector Variation** was developed in response to public concerns regarding property impacts associated with the diagonal connector variation. The 90-degree connector variation would utilize existing local roadways to route traffic from State Street toward the improved I-74 interchange. Specifically, traffic would be routed via a series of left and right turns along 12<sup>th</sup> Street (west of I-74) and along 16<sup>th</sup> Street (east of I-74).

**Local Roadway Underpass Design Variations**

Local roadway access under I-74 in downtown Bettendorf will be affected by the proposed alternatives. Presently, vehicle access under I-74 is allowed along Gilbert Street, State Street, Grant Street, Brown Street, Holmes Street/Mississippi Boulevard, and the Kimberly Road Connector. Build alternatives presented at the July 2002, Public Information Meeting indicated that vehicle access under I-74 would need to be eliminated at Brown Street and Holmes Street/Mississippi Boulevard due to inadequate vertical clearance (or offset) between the proposed new I-74 ramps at Grant Street and the existing local roadway elevations. In response

to public concerns regarding how roadway closures under I-74 would affect accessibility in downtown Bettendorf, two local roadway underpass variations (Kimberly Road Connector underpass or Holmes Street/Mississippi Boulevard underpass) were developed.

**Kimberly Road Underpass** maintains the existing Kimberly Road Connector underpass at I-74 and eliminates vehicular access under I-74 at Holmes Street/Mississippi Boulevard. Access for bicyclists and pedestrians under I-74 could be provided near Holmes Street/Mississippi Boulevard to optimize accessibility between neighborhood areas east and west of I-74.

**Holmes Street/Mississippi Boulevard** eliminates the existing Kimberly Road Connector underpass at I-74, and instead provides an underpass at Holmes Street/Mississippi Boulevard. This variation is viable only with the diamond type interchange (Variation B1). Major design modifications would be required to accommodate an underpass at Holmes Street/Mississippi Boulevard. Specifically, Holmes Street/Mississippi Boulevard would need to be reconstructed and lowered by up to 6 feet between 13<sup>th</sup> Street and 14<sup>th</sup> Street to provide adequate vertical clearance under the proposed I-74 ramps at Grant Street.

### **Bicycle/Pedestrian Accommodation Variations**

Three variations of bicycle and pedestrian accommodations were considered as part of the proposed alternatives:

- **No Bicycle/Pedestrian Accommodations on I-74 Bridges.** This variation would not provide a new bicycle/pedestrian trail crossing at the Mississippi River.
- **New Bicycle/Pedestrian Trail on Existing Iowa-Bound Bridge.** This option would retain the existing Iowa-bound bridge for continued use as a bicycle/pedestrian trail upon abandonment of the bridges for I-74 traffic, with trail connections to the existing riverfront trail systems in Iowa and Illinois. This variation is viable only if there is a commitment from a local agency to assume jurisdiction, future liability, and financial responsibility for the bridge. Involved local agencies have indicated that they are not interested in assuming future responsibility for the existing bridge due to a combination of high capital and operation/maintenance costs, as well as concerns that retention of the bridge would constrain design options for the new I-74 bridge.
- **New Bicycle/Pedestrian Trail on New I-74 Bridge.** This variation would provide a new bicycle/pedestrian trail crossing along the new I-74 Mississippi River bridge. The trail would be physically separated from I-74 traffic, and new trail connections would be provided on the Iowa and Illinois river approaches to connect users with adjacent riverfront trail systems. This variation would require a commitment from the FHWA, Iowa DOT, and Illinois DOT for incremental costs (construction and operating/maintenance costs) associated with the new trail accommodations, and may require local participation for trail construction, operations, or maintenance. Local agencies have voiced their support for trail accommodations along the new I-74 Mississippi River crossing.

### **North Section**

The proposed alternative includes reconstructing and widening I-74 to accommodate three 12-foot through lanes in each direction through U.S. 6 (Spruce Hills Drive), and reconstructing I-74 in-kind to accommodate two 12-foot lanes in each direction between U.S. 6 in Bettendorf and 53<sup>rd</sup> Street in Davenport. The existing horizontal and vertical alignment

of I-74 would generally be maintained in the North Section, with the exception of minor adjustments to the horizontal alignment north of Middle Road near Duck Creek to improve motorist sight distance and to meet current design standards.

Existing overhead bridges would be reconstructed or lengthened where necessary to accommodate the improved I-74 roadway.

Multiple interchange variations remain under consideration in the North Section. A description of the design variations follows.

### **Interchange Variations**

The existing Middle Road, U.S. 6 (Spruce Hills Drive), and 53<sup>rd</sup> Street interchanges would be improved to accommodate current and projected traffic demand, to improve safety features, and to comply with current design standards. At the Middle Road interchange, minor design improvements are proposed at entrance and exit ramp terminals and at the ramp intersections along Middle Road. Two interchange design variations remain under consideration at U.S. 6 and at 53<sup>rd</sup> Street. Interchange variations are summarized in Section 2-2 and are briefly described below.

#### ***U.S. 6 (Spruce Hills Drive)***

**Variation 1** maintains the existing interchange ramp design with improvements at the entrance and exit ramp terminals and at the ramp intersections along U.S. 6.

**Variation 2** shifts the existing northbound exit and northbound entrance ramps and the associated U.S. 6 ramp terminal intersection to the west from its' present location, and includes improvements to entrance and exit ramp terminals along I-74.

#### ***53<sup>rd</sup> Street***

**Variation 1** provides an improved partial cloverleaf type A-B interchange with loop ramps in the northeast and northwest quadrants.

**Variation 2** provides an improved partial cloverleaf type A interchange with loop ramps in the northwest and southeast quadrants.

All of the proposed improvements in this section can be accomplished within the existing right-of-way. Although no additional right-of-way would be required, the proposed work in this section includes a transverse crossing of the floodplain of Duck Creek and its associated wetlands, of which 0.92 acre would be impacted. Additionally, approximately 20 noise receivers would be impacted. See the Impact Summary Table (Table S-1a) at the end of this section.

## **Summary of Impacts**

In general, the resource impacts in the study area are comparable for all eight of the mainline alternative combinations (Alignments E and F combined with Interchange Variations M1 and M2 in Moline and B1 and B2 in Bettendorf). The I-74 corridor study area is predominantly in urban development, with a small amount of agricultural land fronting the I-74 right-of-way in the northern limits of the project area. Additional right-of-way would only be required in the Central Section of the project, where minor shifts in the



alignment of I-74 and improvements to associated local roadways are proposed. No additional right-of-way would be required in the South or North Sections of the project.

In the South Section of the project, the primary impact would be increases in traffic noise at 16 receivers.

Neither the alignment shifts in the Central Section nor the interchange and local roadway improvements would result in other than minor impacts to land use, farmland, socioeconomic resources, air quality, noise receivers, energy usage, aesthetic quality, water quality, wetlands, public land, wildlife, floodplains, or state and federally listed threatened and endangered species. The build alternatives have the potential to impact historic resources, in particular, buildings eligible for or potentially eligible for inclusion on the National Register of Historic Places including the Iowa-bound I-74 bridge.

In the North Section, minor wetland impacts would occur to a wetland associated with Duck Creek. Duck Creek and its floodplain are crossed by the project. Approximately 20 noise receivers will be impacted in the North Section.

The Impact Summary Tables at the end of this section, Tables S-1a and S-1b *Impact Summary Table – I-74 Mainline/Interchange Variations* and *Bettendorf Local Roadway Variations*, respectively, detail the right-of-way requirements; number of relocations/displacements; and impacts on historic parcels, noise receivers, potentially contaminated sites, and natural resources such as wetlands, floodplains, and threatened and endangered species.

As the No-Action Alternative does include construction of all committed and planned improvements detailed in 5-year improvement programs for the Iowa and Illinois DOT, and in the RTP, some right-of-way and minor resource impacts may occur with that alternative. In addition, the No-Action Alternative would result in less direct and indirect vehicular operational energy savings than the build alternatives because the No-Action Alternative would not result in an improvement capable of reducing traffic congestion and turning conflicts along the route and thus would not reduce vehicular stopping and slowing conditions.

## Other Activities Required

The proposed action involves impacts to resources regulated by state and federal agencies with jurisdiction. Coordination with these agencies has occurred during the development of the project. As a result of this coordination, the following permits or actions have been identified as requirements:

- River and wetlands impacts associated with the alternatives are subject to permits from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act.
- The construction of a new bridge would require Coast Guard coordination including a Section 9 Permit, which is required when bridges over navigable waterways are either modified or constructed.
- Both the 404 permit and the Coast Guard permit will require associated water quality certification (Section 401) from the Iowa Department of Natural Resources (DNR) and the Illinois Environmental Protection Agency.

- Permits would be required for work within floodplains. In Illinois, a permit for Construction in Floodways of Rivers, Lakes, and Streams will be acquired from the Illinois DNR, Office of Water Resources. In Iowa, a floodplain permit will be acquired from the Iowa DNR.
- As it is anticipated that this project would result in the disturbance of one or more acres of total land area, the project is subject to a National Pollution Discharge Elimination System (NPDES) permit. The Iowa DNR and Iowa DOT have developed an agreement that contains procedures and specifications to protect the environment from sedimentation and construction material pollutants discharged from construction activities. This project will comply with that agreement. In Illinois, permit coverage would be obtained either under the Illinois EPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10) or under an individual NPDES permit.
- The proposed action would have impacts to resources, including historic resources, governed by Section 4(f) of the Transportation Act of 1966, as amended. A Memorandum of Agreement with the Illinois and Iowa State Historic Preservation Offices detailing mitigation requirements for these impacts will be prepared and included with the Final EIS.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, provides for payment of just compensation for property acquired for a federal aid project. The relocation assistance program provides for relocation assistance and payments for displaced residential owners and tenants in relocation to comparable replacement housing. The relocation program also provides for relocation assistance and payments for businesses, farms, and nonprofit organizations that assists in relocation to replacement sites.

## Regulatory Compliance

The planning, agency coordination, public involvement, and impact evaluation for the project have been coordinated according to the National Environmental Policy Act, the Clean Water Act, the Clean Air Act, the Farmland Protection Policy Act, Executive Order 11990 on Wetlands Protection, Executive Order 11988 on Floodplain Protection, Executive Order 12898 on Environmental Justice, the Fish and Wildlife Coordination Act, the Endangered Species Act, the National Historic Preservation Act, the 1899 Rivers and Harbor Act, Section 4(f) of the Transportation Act of 1966, and other state and federal laws, policies, and procedures for environmental impact analyses and preparation of environmental documents.

This document is in compliance with U.S. Department of Transportation and FHWA policies to determine whether a proposed project will have disproportionate impact on minority or low-income populations. It meets the requirements of the Presidential Executive Order on Environmental Justice 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations." Neither minority nor low-income populations would receive disproportionately high or adverse impacts due to the implementation of either Alignments E and F.

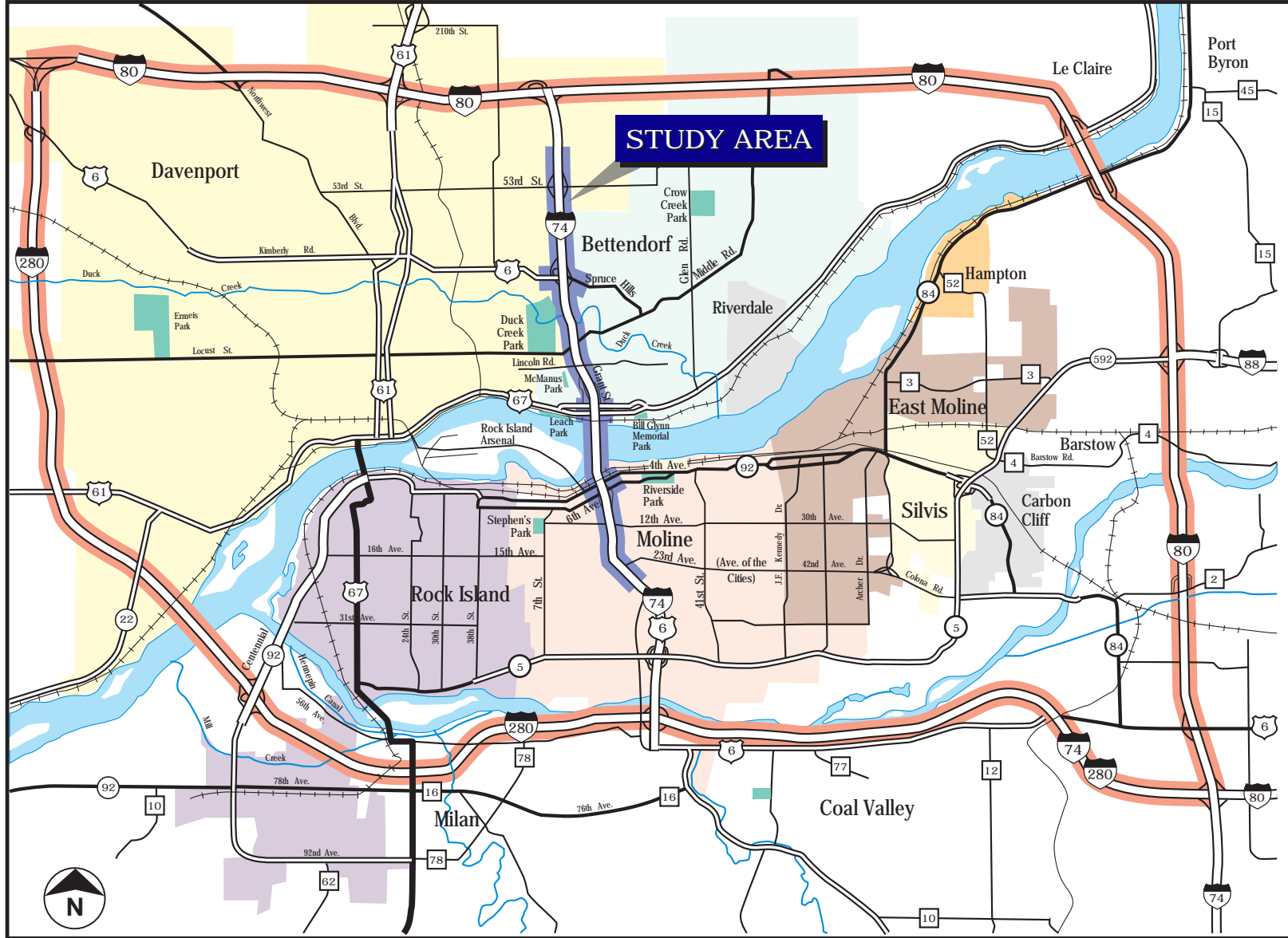


Figure S-1 I-74 Iowa-Illinois Corridor Study Location Map



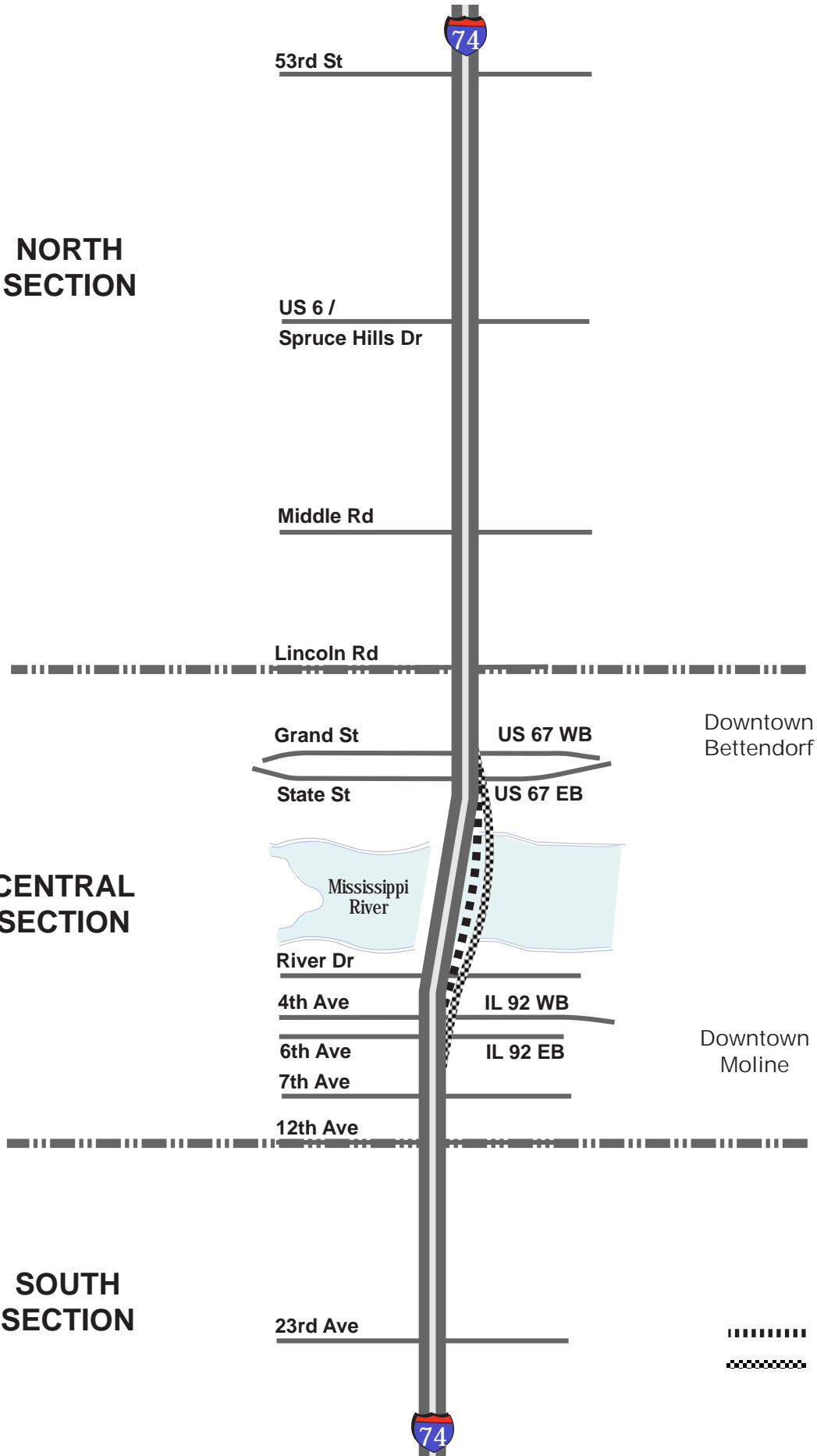
Figure S-1  
I-74 Iowa - Illinois Corridor Study  
Location Map

# NORTH SECTION



# CENTRAL SECTION

# SOUTH SECTION



## LEGEND

- E Alignment Alternative
- F Alignment Alternative



**Figure S-2**  
**Project Sections**

TABLE S-1a  
Impact Summary Table – I-74 Mainline/Interchange Variations

Resource Issue	Unit of Measurement	South Section (23 <sup>rd</sup> Avenue to 12 <sup>th</sup> Avenue)	Central Section (12 <sup>th</sup> Avenue to Lincoln Road)										North Section (Lincoln Road to 53 <sup>rd</sup> Street)
			E Alignment					F Alignment					
			Moline		Bridge	Bettendorf		Moline		Bridge	Bettendorf <sup>a</sup>		
			Interchange Variation M1	Interchange Variation M2		Interchange Variation B1	Interchange Variation B2	Interchange Variation M1	Interchange Variation M2		Interchange Variation B1	Interchange Variation B2	
Land Conversions													
Net Increase in Highway ROW	Acres	0	10.6	13.1	--	10.1	9.9	11.0	13.1	--	10.3	9.9	0
Upland Converted to ROW	Acres	0	0	0	0	0	0	0	0	0	0	0	0
Farmland Converted to ROW	Acres	0	0	0	0	0	0	0	0	0	0	0	0
Real Estate													
Residential Structures Required	Number	0	2	7	--	4	4	5	7	--	4	4	0
Businesses Required	Number	0	4	7	--	12	12	3	6	--	11	11	0
Churches Required	Number	0	0	0	--	1	1	0	0	--	1	1	0
Environmental Issues													
Wetlands Impacted	Acres	0	0	0	2.1	0	0	0	0	0.17	0	0	0.92 <sup>b</sup>
Floodplain Crossings	Number (type)	0	0	0	1 (transverse <sup>c</sup> )	0	0	0	0	1 (transverse <sup>c</sup> )	0	0	1 <sup>b</sup> (transverse <sup>c</sup> )
Stream/River Crossings	Number	0	0	0	1	0	0	0	0	1	0	0	1
Endangered Species	Yes/No	No	No	No	<sup>d</sup>	No	No	No	No	<sup>d</sup>	No	No	No
Historic Properties	Number	0	4	5	1	1	1	3	4	1	1	1	0
Parks	Number	0	0	0	0	1	1	0	0	0	1	1	0
Archaeological Sites	Number	0	0	0	0	0	0	0	0	0	0	0	0
Design Year Noise	Number of Receivers Impacted <sup>e</sup>	16 <sup>f</sup>	13	13	--	11	9	13	13	--	11	9	20 <sup>b</sup>
Contaminated Sites	Number	0	8	10	0	12	11	8	10	0	13	12	0

<sup>a</sup> Additional Impacts associated with local roadway improvements in Bettendorf are shown in Table S-1b.

<sup>b</sup> While no additional ROW is required in the North Section, the proposed work includes a transverse crossing of the floodplain of Duck Creek and its associated wetlands, of which 0.92 acres would be impacted. Additionally, approximately 20 noise receivers would be impacted.

<sup>c</sup> Transverse Floodplain crossing is a crossing of a floodplain at an angle of 30 to 90 degrees.

<sup>d</sup> Surveys for mussels will be completed during the preparation of the FEIS.

<sup>e</sup> Receivers are locations at which noise levels were monitored.

<sup>f</sup> While no additional ROW is required in the South Section, approximately 16 noise receivers would be impacted.

TABLE S-1b  
Impact Summary Table – Bettendorf Local Roadway Variations

Resource Issue	Unit of Measurement	Local Roads (within the Central Section)					
		U.S. 67 Transition Design Variations				Local Roadway Underpass Design Variations	
		90 Degree		Diagonal		Holmes Street/Mississippi Boulevard <sup>b</sup>	Kimberly Road <sup>c</sup>
		Interchange Variation B1	Interchange Variation B2 <sup>a</sup>	Interchange Variation B1	Interchange Variation B2 <sup>a</sup>		
Land Conversions							
Net Increase in Highway ROW	Acres	1.24	.72	2.74	2.29	.07	0
Residential Converted to ROW	Acres	.13	.09	.18	.13	.42	0
Commercial Converted to ROW	Acres	1.01	.57	3.98	3.42	0	0
Real Estate							
Residential Structures Required	Number	4	0	7 <sup>d</sup>	5 <sup>d</sup>	1	0
Businesses Required	Number	7	1	19	16	0	0
Churches Required	Number	0	0	0	0	0	0
Environmental Issues							
Wetlands Impacted	Acres	0	0	0	0	0	0
Floodplain Crossings	Number (type)	0	0	0	0	0	0
Stream/River Crossings	Number	0	0	0	0	0	0
Endangered Species	Yes/No	No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0	0
Parks	Number	0	0	0	0	1	0
Archaeological Sites	Number	0	0	0	0	0	0
Contaminated Sites	Number	7	9	10	12	0	0

<sup>a</sup> Impacts shown reflect 2 lanes in each direction along Grant Street. Providing 3 lanes in each direction would have impacts similar to Interchange Variation B1.

<sup>b</sup> The Holmes Street/Mississippi Boulevard Variation is only compatible with Interchange Variation B1. The impacts for this underpass variation are identical for Alignment Alternatives E and F.

<sup>c</sup> The Kimberly Road Underpass Variation is compatible with both Interchange Variations B1 and B2. The impacts for this underpass variation are identical for Alignment Alternatives E and F and Interchange Variations B1 and B2.

<sup>d</sup> Two structures are multi-family; one has two units and the other has eight units.